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basic imagery interpretation report

CANDID-Associated Production Facilities (S)

STRATEGIC WEAPONS INDUSTRIAL FACILITIES
BE: Various
USSR

Secret

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RCA-9/0003/85
MARCH 1985
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INSTALLATION OR ACTIVITY NAME					COUNTRY
CANDID-Associated Production Facilities					UR
UTM COORDINATES	GEOGRAPHIC COORDINATES	CATEGORY	BE NO.	COMIREX NO.	NIETB NO.
—	See below	See below	See below	See below	See below

MAP REFERENCE

SAC. USATC, Series 200, Sheets 0328-17 and 0328-23, scale 1:200,000

LATEST IMAGERY USED	NEGATION DATE (If required)
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Installation Name	Geographic Coordinates	Category	BE No	COMIREX No	NIETB (MRN No)
Tashkent Airframe Plant A Chkalov 84	41-19-45N 069-16-09E				
Tashkent Airframe Plant B Chkalov 84	41-17-58N 069-19-02E				
Fergana Airframe Plant	40-22-40N 071-45-30E				
Tashkent Airfield	41-18-44N 069-23-25E				

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ABSTRACT

1. This report describes aircraft production and plant construction observed at four facilities in the USSR associated primarily with CANDID (Il-76) production: Tashkent Airframe Plant A Chkalov 84, Tashkent Airframe Plant B Chkalov 84, Fergana Airframe Plant, and Tashkent Airfield. Included is a discussion of CANDID production, export, and repair over the last six years; the initial and subsequent production of MAINSTAY A aircraft; the production of CANDID tanker aircraft; the production of special-purpose CANDID aircraft; the repair of COCK aircraft, and CONDOR A-related activity at Tashkent Airframe Plant B Chkalov 84. This report updates previous NPIC reports on Tashkent Airframe Plant A Chkalov 84, on Tashkent Airframe Plant B Chkalov 84, and on Fergana Airframe Plant. (S/WN)

2. This report contains 15 annotated photographs, eight photographs with descriptions of CANDID aircraft, three tables of mensural data, one table detailing activity at selected sites, and two charts indicating CANDID production and repair rates. The information in this report was derived from imagery acquired between June 1974 and December 1984. (S/WN)

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INTRODUCTION

3. This report describes activity at and changes to four facilities associated with CANDID aircraft production. Three of these facilities, Tashkent Airframe Plant A Chkalov 84, Tashkent Airframe Plant B Chkalov 84, and Tashkent Airfield (Figure 1) are in Tashkent, Uzbek SSR; the fourth facility, Fergana Airframe Plant, is near Fergana. These are four of five installations that are part of the Tashkent Aviation Production Association imeni Chkalov. The fifth site, basically a large lumberyard, is known to be in the Tashkent area, but has yet to be positively identified.[1]

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4. While the Association was primarily involved in the production of the CANDID aircraft (which are designed by the Ilyushin Design Bureau; OKB) during the reporting period, it was also responsible for the major overhaul and repair of the Antonov-designed COCK (An-22) aircraft and was a major supplier of wing components for the CONDOR A prototype aircraft. In addition, significant increases were made in the Association's production-related floorspace, allowing for increased production and repair at its four facilities. (S/WN)

5. Tashkent Airframe Plant B Chkalov 84, the largest of the facilities, produces CANDID and MAINSTAY A aircraft, as well as performs major overhaul and repair of CANDID aircraft of the Ilyushin OKB. Also, CONDOR A components are produced, and COCK aircraft are repaired at this plant. Both of these aircraft were designed by the Antonov OKB. Unidentified subassemblies for the CANDID are produced at Tashkent Airframe Plant A, and wing components for CANDID aircraft are produced at Fergana Airframe Plant. Tashkent Airfield is the test and flyaway field for aircraft produced at Tashkent Airframe Plant B Chkalov 84, the deployment point from where Tashkent-produced aircraft components are air transported and the home base for an operational transport unit. (S/WN)

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BASIC DESCRIPTION

Tashkent Airframe Plant B Chkalov 84

Construction Activity

6. Since 1978, significant production-related floorspace was added to Tashkent Airframe Plant B Chkalov 84 Figure 2 and Table 1). Two additions totalling 83,983 square meters of floorspace (items 17a and b) were added to the final assembly building, and a new 19,830-square-meter subassembly building (item 4) was constructed. In addition, three machine shops (items 20, 39, and 56) were built; three machine shops (items 2, 3, and 51) were under construction; an addition was made to a machine shop (item 5); a new powerplant (item 60) with three petroleum, oils, and lubricants (POL) tanks (item 61) was constructed, and five cooling towers (items 1, 19, 21, 43, and 55) were added to the facility. One cooling tower (item 1) was still under construction. (S/WN)

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[redacted]

Table 1.
Construction at Tashkent Airframe Plant B Chkalov 84 Since 1978 (Items keyed to Figure 2)

This table is classified SECRET/WNINTEL.

Item	Description	Dimensions (m) L	W	H	Floorspace (sq m)	First Observed Complete	Remarks
1	Cooling tower						Ucon
2	Machine shop						Ucon
3	Machine shop						
a	Section						Ucon
b	Section						Ucon
c	Section						Ucon
4	Subassembly bldg						
5	Addition						To machine shop
6	Greenhouse						
7	Stor bldg						Quonset hut
8	Stor bldg						Quonset hut
9	Stor bldg						Quonset hut
10	Stor bldg						Quonset hut
11	Stor bldg						Quonset hut
12	Engr bldg						
a	Spt section						2 floors
b	Engr section						4 floors
c	Corridor						
d	Corridor						
13	Veh stor bldg						
14	POL facility						Underground
15	Pump house						
a	Subsection						
b	Subsection						
16	Spt bldg						
a	Subsection						
b	Subsection						
c	Subsection						
d	Subsection						
17	Final assembly bldg						
a	Addition						
b	Addition						
18	Prob engr addition						To machine shop
19	Cooling tower						American Deck, 3 fans
20	Machine shop						
a	Subsection						
b	Subsection						
21	Cooling tower						
22	Transship bldg						
23	Transship bldg						
24	Excavation						Ucon
25	Spt bldg						
28	Spt bldg						
a	Subsection						
b	Subsection						
27	Excavation						Ucon
28	Spt bldg						
29	Canteen						2 floors
30	Stor bldg						
31	Stor bldg						
32	Stor bldg						Ucon
33	Stor bldg						
34	Stor bldg						
35	Stor bldg						
a	Uncovered						
b	Covered						
36	Admin bldg						
37	Veh stor bldg						
38	Excavation						Ucon
39	Machine shop						
a	Subsection						
b	Subsection						
40	Transship bldg						
41	Spt bldg						
42	Spt bldg						
43	Cooling tower						American Deck, 2 fans
a	Section						
b	Section						
44	Stor bldg						
45	Stor bldg						Quonset hut
46	Stor bldg						Quonset hut
47	Stor bldg						Quonset hut
48	Stor bldg						Quonset hut
49	Stor bldg						Quonset hut
50	Stor bldg						Quonset hut
51	Machine shop						
a	Engr section						Ucon
b	Subsection						Ucon
c	Subsection						Ucon
52	Stor bldg						
a	Subsection						
b	Subsection						
53	Addition						To spt bldg
54	Spt bldg						
55	Cooling tower						American Deck, 3 fans
56	Machine shop						
a	Subsection						
b	Subsection						
57	Stor bldg						
58	POL tanks (2)						
59	Spt bldg						
60	Powerplant						
a	Hall						
b	Turbines						
61	POL tanks (3)						
62	Spt bldg						
63	Spt bldg addition						

Total floorspace added: 164,528 square meters
Total floorspace ucon: 11,092 square meters
Total plant floorspace: 649,153 square meters

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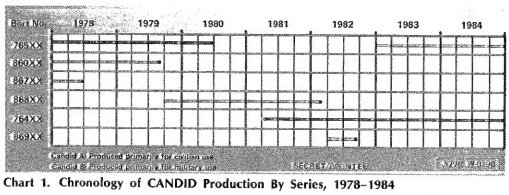

Chart 1. Chronology of CANDID Production By Series, 1978–1984

7. Administration/engineering construction included a four-story engineering building (item 12), a probable engineering addition (item 18) to a machine shop, excavations for two probable engineering buildings (items 24 and 27) at the southern end of the large subassembly building, and an administration building (item 36) in a new support area at the eastern end of the plant. (S/WN)

8. Additional construction at the plant included two large POL tanks (item 58), an underground POL facility with an associated pump house (items 14 and 15), a greenhouse (item 6), three transshipment buildings (items 22, 23, and 40), two vehicle storage buildings (items 13 and 37), a canteen (item 29), 20 storage buildings (items 7–11, 30–35, 44–50, 52, and 57), one storage addition (item 53), and 10 support buildings (items 16, 25, 26, 28, 41, 42, 54, 59, 62, and 63). (S/WN)

9. Most of the production-related construction at the eastern end of the plant is associated with the production of aircraft components for "Project-400."

10. A total of 164,526 square meters of floorspace was added to the plant since 1978: 125,478 square meters for production, checkout, maintenance, and repair of aircraft; 7,216 square meters for administration/engineering; and 31,832 square meters for support. (S/WN)

Production Activity

11. During this reporting period, Tashkent Airframe Plant B Chkalov 84 (Plant B-84) was involved in the production of both CANDID A and B aircraft, MAINSTAY A aircraft, CANDID tanker aircraft, special-purpose CANDID aircraft, and CONDOR A components. The plant also was involved in the production of CANDIDs for export and both COCK and CANDID aircraft repair. Between March 1978 and December 1984, based on the sequence of bort numbers seen, approximately 50 CANDID As and 200 CANDID Bs were produced for Soviet use, and an additional 47 were produced for export. (S/WN)

12. **Soviet CANDID Production.** CANDID aircraft production continued at Plant B-84 during this period.

13. The major external differences between the CANDID A and B are in the aircraft's empennage (Figure 3). CANDID A aircraft are primarily for civilian use and have a tapered tail cone, while the CANDID B aircraft are primarily for military use and have a gun and gunner's compartment in the tail. In addition, all CANDID Bs produced since 1980, unless intended for a special purpose, have a raised dielectric panel on the right dorsal fuselage just aft of the wing box.

14. **Export CANDID Production.** CANDID aircraft were first produced for export in July 1978, when a CANDID B with civilian Iraqi markings was observed at the flyaway field. Since then, additional CANDID Bs, with both civilian and military markings, have been exported to Iraq. (The tail gun is removed when in civilian use.) Both CANDID A and CANDID B aircraft with military and civilian paint schemes have been exported to Libya (first seen in March 1979) and to Syria (first seen in December 1979). Only one CANDID, a probable A, with a civilian paint scheme has been exported to Cuba (first seen in September 1984). CANDID aircraft are differentiated in the following ways:

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Soviet — Light-colored fuselage, slightly darker wings, CCCP (the Cyrillic letters for USSR) on left wing, bort number on right wing, Soviet flag on vertical stabilizer; 25X1

Syrian Civilian — Light-colored fuselage, slightly darker wings, no markings on wings, dark-colored vertical stabilizer and stabilizer pod;

25X1
25X1

Syrian Military — Light-colored fuselage, slightly darker wings, no markings on wings, light-colored vertical stabilizer and stabilizer pod, Syrian flag on vertical stabilizer, sides of aircraft primarily dark colored; 25X1

Iraqi Military — Light-colored fuselage, slightly darker wings, light-colored vertical stabilizer and stabilizer pod, Iraqi flag on vertical stabilizer, sides of aircraft primarily light colored;

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Iraqi Civilian — Dark-colored nose and tail, light-colored fuselage, slightly darker wings, no markings on wings, light-colored stabilizer pod;

Libyan Civilian — Light-colored fuselage and wings, no markings on left wing, [redacted] light-colored vertical stabilizer;

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25X1

Libyan Military — Light-colored fuselage, slightly darker wings, no markings on left wing, [redacted] dark-colored vertical stabilizer; and

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25X1
25X1

Cuban Civilian — Light-colored fuselage, slightly darker wings, Cubana on left wing, CU XXXXX on right wing, dark-colored vertical stabilizer. (S/WN)

15. After these aircraft have been tested, they apparently are flown to Tashkent Airfield South [redacted] Figure 1) where crews of the client nation probably take delivery of the aircraft and fly them to their home country. In addition, export aircraft have apparently been returned for repairs to Tashkent Airfield South and occasionally to Tashkent Airfield. (S/WN)

16. Of the 47 CANDID aircraft produced for export during this reporting period, 18 were for Iraq (ten civilian and eight military); four were for Syria (two civilian and two military); 24 were for Libya (19 civilian and five military), and one was for Cuba (civilian). (S/WN)

17. **MAINSTAY A Production.** The MAINSTAY A is the Soviet airborne warning and control system (AWACS) aircraft that has been under development since the mid-1970s. The aircraft is a CANDID on which a strut-supported rotodome, a probable satellite communications antenna housing, several fuselage blisters, and an air scoop on the base of the vertical stabilizer have been added (Figure 4). (S/WN)

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18. Four MAINSTAY A aircraft have been produced at Plant B-84 since 1978. These are the fourth, fifth, sixth, and seventh such aircraft pro-

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duced thus far. The first three MAINSTAY As were CANDID aircraft that were retrofitted at Taganrog Airframe Plant. The first Tashkent-produced MAINSTAY A was seen at the flyaway field in July 1983, when its rotodome support and the center section of the rotodome were in place. This aircraft was deployed to an unknown location in early August and had been returned to Tashkent Airfield by early September, with its entire rotodome in place. In October, the aircraft was deployed to Akhtubinsk Flight Test Center (FTC; BE (S/WN)

19. The second MAINSTAY A produced at Plant B-84 (the fifth in the Soviet inventory) was at the flyaway field on its entire rotodome was in place.

The MAINSTAY A is the only CANDID observed with Soviet insignia on the vertical stabilizer. This aircraft was deployed to Akhtubinsk FTC in early June 1984. (S/WN)

20. The sixth MAINSTAY A (the third produced at Tashkent) was seen at the plant in early June 1984. The aircraft was unpainted, but the rotodome support was in place. By the aircraft had been moved to the flyaway field, and the seventh MAINSTAY A, with only the vertical struts in place, was at the plant. When subsequently imaged, on both aircraft were at the plant. By the sixth MAINSTAY A had departed, and by the seventh had probably departed. When MAINSTAY A aircraft were at the flyaway field, they were parked on an aircraft hardstand that had been specially built for the MAINSTAY A program. (S/WN)

21. **CANDID Tanker Production.** CANDID tanker aircraft (Figure 5) are characterized by a rectangular pedestal that supports a refueling pod on the port side of the fuselage below the horizontal stabilizer and a probable refueling pod under each wing, outboard of the engine. (S/WN)

22. A CANDID tanker was in the final assembly area of the plant on The and the presence of aircraft in the final assembly area of the plant indicated that it had been recently produced. This was the first CANDID tanker produced at the plant and the second in the Soviet inventory. This aircraft subsequently deployed to Ramenskoye FTC where the CANDID tanker prototype is permanently deployed. A second CANDID tanker (the third in the Soviet inventory) had been produced at Plant B-84 by and was complete when seen at the flyaway field. The third Tashkent-produced CANDID tanker (probable was at the plant on and the fourth and fifth Tashkent-produced CANDID tankers were at the airfield on respectively.

23. **CONDOR-Related Activity.** The Tashkent Aviation Production Association imeni Chkalov appears to have been involved in the production of CONDOR A components during the reporting period. The CONDOR A, first seen at Kiev Airframe Plant 473 is a large transport aircraft under development in the USSR. (S/WN)

24. A COCK aircraft, previously used by the Antonov OKB as a developmental aircraft, was

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Table 2.
Observations of Modified COCK Aircraft at Tashkent Airfield, Kiev Airframe Plant 473, and Gostomel Airfield
March 1980–May 1984

At Tashkent On	At Kiev On	At Gostomel On	Remarks
			—
			—
			Third vertical stablilizer on COCK CONDOR wing panel loaded
			—
			CONDOR wing box loaded
			CONDOR wing box loaded
			—
			CONDOR wing panel loaded with third vertical stabilizer attached CONDOR wing box loaded
			—
			With third vertical stabilizer attached CONDOR wing panel loaded
			—
			—
			—
			—

This table is classified SECRET/WNINTEL.

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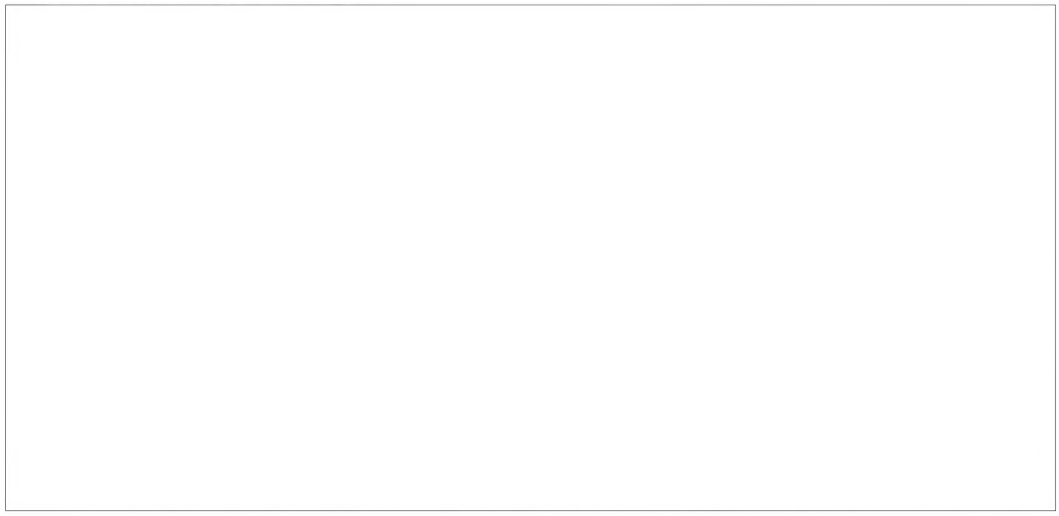

modified during 1981 and 1982 to transport large, CONDOR wing-associated components from Tashkent to Kiev Airframe Plant 473, the final assembly plant for the CONDOR A prototype. The modifications to the COCK aircraft include two raised hardpoints/blisters on top of the fuselage immediately aft of the wing box and a removable centerline-mounted third vertical stabilizer. A removable, dorsally mounted support structure has also been observed on this aircraft. The modified COCK aircraft had been observed transporting large CONDOR wing sections (Figure 6) and probable CONDOR wing boxes (Figure 7) during 1982 and 1983. When not in use, this aircraft is apparently based at Gostomel Airfield the flight test center for the Antonov OKB. (S/WN)

25. Table 2 is a chronology of observations involving the specially modified COCK aircraft at Tashkent Airfield, Kiev Airframe Plant 473, and Gostomel Airfield from March 1980 to May 1984. (S/WN)

26. **Special-Purpose Aircraft.** Several unique, special-purpose aircraft were modified at Plant B-84 during the reporting period. In mid-1979, a tail extension was added to CANDID and in mid-1980, a similar tail extension was added to CANDID In the spring of 1981, the tail extension was removed from CANDID However, by mid-1982, CANDID was at Ramenskoye FTC and again had a tail extension, but the tail extension on CANDID had been removed. (S/WN)

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27. Three other modified aircraft were observed during the reporting period. CANDID (Figure 9) was modified to serve as a test

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difference between this aircraft and the MAINSTAY A is that the modified CANDID has hardpoints just aft of the wing area instead of a rotodome and rotodome support. (S/WN)

Repair Activity

28. In addition to the production of aircraft, Plant B-84 also was involved in the major overhaul and repair of COCK and CANDID aircraft during this reporting period. COCK aircraft were produced at the plant from 1962 to 1974. (S/WN)

29. **COCK Repair.** During this reporting period, at least 11 COCK aircraft (Figure 12) underwent major overhaul and repair. From March 1978 to November 1979, this activity was performed in both the repair area of the plant and in the plant-associated area of the airfield. Subsequently, the overhaul and repairs were done exclusively in the plant-associated area of the airfield. Aircraft that could be confirmed as undergoing overhaul/repair during this period are those with bort numbers

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one with no bort number; and

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one with a Soviet star on each wing. The latter aircraft was specially modified in this area in 1981 to serve as a CONDOR component carrier. (S/WN)

30. **CANDID Repair.** CANDID aircraft underwent major overhaul and repair at the plant throughout the reporting period. Usually, one to four CANDID aircraft and/or CANDID fuselages were in the repair area of the plant. The number of CANDID aircraft in the area increased when COCK aircraft ceased to be repaired at the plant, in November 1979. Previously, two or less CANDID aircraft were usually seen.

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bed for a large, probable high-bypass-ratio turbofan engine in late 1981 or early 1982. CANDID with a modified nose extension (Figure 10), was seen at the flyaway field from July 1981 to July 1982. In addition, a modified CANDID, similar in most respects to a MAINSTAY A, was at Tashkent Airfield on (Figure 11). The only

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31. A highlight of CANDID repair activity was the identification of an Iraqi civilian CANDID in the repair area of the plant on [redacted] This was the first observation of a non-Soviet CANDID in the repair area. A Syrian military CANDID was later seen on [redacted] (S/WN)

Tashkent Airframe Plant A Chkalov 84

32. Tashkent Airframe Plant A Chkalov 84 [redacted] Figure 13 and Table 3) is 3 nautical miles (nm) northwest of Plant B-84 and produces aircraft components and small subassemblies that are transported by truck to Plant B-84 for final assembly. (S/WN)

Construction Activity

33. A significant amount of engineering/administration floorspace was added to this facility since 1975. Included are two engineering/administration buildings (items 10 and 22) in the southeastern corner of the facility, an engineering addition to a shop building at the northern end of the plant (item 6), and an engineering addition to two fabrication buildings at the western end of the plant (items 31 and 32). (S/WN)

34. Production-related construction consisted of one machine shop (item 2), two probable subassembly buildings (items 14 and 23), and a two-fan American Deck cooling tower (item 4). A probable powerplant (item 21) was refurbished. (S/WN)

35. Other construction included a substation (item 5), two smokestacks (items 18 and 19), two POL tanks (item 20) that support the newly refurbished probable powerplant, the reroofing of a segment of one of the machine shops (item 28), 12 support buildings or additions to support buildings (items 1, 11, 12, 13, 15, 25, 26, 27, 29, 30, 33, and 34), and seven storage buildings (items 3, 7, 8, 9, 16, 17, and 35). Part of one of the previously reported machine shops (item 24) had been razed. (S/WN)

36. During this reporting period, approximately 42,979 square meters of floorspace were added to the facility, and 546 square meters were razed. The plant's net increase was approximately 42,433 square meters of floorspace. Much of the additional floorspace was the result of expansion on the eastern and southeastern sides of the plant. Of the additional floorspace, 8,197 square meters are for production; 27,396 square meters are for administration/engineering; and 7,386 square meters are for support. (S/WN)

Production Activity

37. In the past, Tashkent Airframe Plant A Chkalov 84 supported Plant B-84 in the production of CUB and COCK aircraft. Presently, it supports Plant B-84 in the production of CANDID aircraft. It also may be involved in the production of small subassemblies for the CONDOR A, but imagery provides no evidence of this. (S/WN)

Fergana Airframe Plant

38. Fergana Airframe Plant [redacted] Figure 14 and Table 4), is approximately 125 nm southeast of Tashkent and produces wing components for CANDID aircraft that are shipped by rail to Tashkent Airframe Plant B Chkalov 84 for final assembly. (S/WN)

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Table 3.
Construction at Tashkent Airframe Plant A Chkalov 84 Since 1975
(Items keyed to Figure 13)

Item	Description	Dimensions (m) L	W	H	Floorspace (sq m)	First Observed Complete	Remarks
1	Spt bldg						
a	Subsection						
b	Subsection						
2	Machine shop						
3	Stor bldg						
a	Subsection						
b	Subsection						
4	Cooling tower						American Deck, 2 fans
5	Substation						
6	Engr addition						To shop bldg
7	Stor bldg						
8	Stor bldg						
9	Stor bldg						
10	Engr/admin bldg						
a	Subsection						6 floors
b	Subsection						6 floors
11	Spt bldg						
12	Spt bldg addition						
13	Spt bldg						
14	Prob subassembly bldg						
15	Spt bldg						
16	Stor bldg						
17	Stor bldg						
18	Smokestack						
19	Smokestack						
20	POL tanks (2)						
21	Prob powerplant						Refurbished
a	Generator hall						
b	Spt section						
c	Engr section						3 floors
22	Engr/admin bldg						
a	Subsection						6 floors
b	Subsection						7 floors
c	Subsection						2 floors
23	Prob subassembly bldg						
24	Razed area						546 sq m; part of machine shop
25	Spt bldg						
26	Spt bldg						
27	Spt bldg						
28	Machine shop						Reroofing
29	Spt bldg						
30	Spt bldg						
31	Engr addition						To fab bldg
32	Engr addition						To fab bldg
33	Spt addition						
34	Spt addition						
35	Stor bldg						

Total floorspace added:
Total floorspace razed:
Total plant floorspace.

This table is classified SECRET/WNINTEL.

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[redacted]

Table 4.
Construction at Fergana Airframe Plant Since 1974
(Items keyed to Figure 14)

Item	Description	Dimensions (m) L	W	H	Floorspace (sq m)	First Observed Complete	Remarks
1	Greenhouse						
2	Stor bldg						Quonset hut
3	Stor bldg						
4	Stor bldg						Quonset hut
5	Stor bldg						Quonset hut
6	Stor bldg						
7	Cooling tower						American Deck, 3 fans
8	Spt addition						
9	Spt addition						
10	Addition						To machine shop
11	POL tanks (2)						
12	Addition						To machine shop
13	Addition						To powerplant
a	Subsection						
b	Subsection						
14	Addition						To machine shop
15	Engr addition						To assembly bldg
16	Subassembly bldg						
17	Engr addition						1 floor, added to assembly bldg
18	Veh stor/maint bldg						
a	Subsection						
b	Subsection						
19	Veh stor/maint bldg						
20	Stor bldg						
21	Veh stor/maint bldg						
22	Stor bldg						
23	Stor bldg						Quonset hut
24	Stor bldg						Quonset hut
25	Stor bldg						Quonset hut
26	Spt bldg						
27	Stor bldg						Ucon
28	Water treatment fac						
a	Subsection						
b	Subsection						
c	Subsection						
29	Stor tanks (3)						
30	Stor bldg						
31	Spt bldg						
32	Spt structure						
33	Spt bldg						
34	Spt bldg						
35	Addition						To final assembly bldg
36	Engr/admin bldg						
a	Engineering						3 floors
b	Subsection						3 floors
c	Subsection						3 floors
37	Engr/admin bldg						
a	Corridor						3 floors
b	Admin/engr						3 floors
Total floorspace added					41,412 sq meters		

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This table is classified SECRET/WNINTEL.

Construction Activity

39. During the reporting period, since 1974, construction of a subassembly building (item 16) was completed; three additions were made to machine shops (items 10, 12, and 14), and an addition was made to the primary assembly building (item 35). (S/WN)

40. Engineering/administration construction included two large engineering/administration buildings on the northern end of the plant (items 36 and 37) and engineering additions to the two smaller assembly buildings (items 15 and 17). (S/WN)

41. Other construction in support of the plant included a greenhouse (item 1), a powerplant addition (item 13), two POL tanks (item 11), a cooling tower (item 7), a probable water treatment facility with three storage/treatment tanks (items 28 and 29), three vehicle storage/maintenance buildings (items 18, 19, and 21), two support additions (items 8 and 9), 12 storage buildings (items 2–6, 20, 22–25, 27, and 30), and five support buildings/structures (items 22, 26, 31, 33, and 34). (S/WN)

42. Of the 41,412 square meters of floorspace added to this facility during this reporting period, 14,056 square meters are for production; 10,942 square meters are for engineering/administration; and 16,414 square meters are for support. (S/WN)

Production Activity

43. Fergana Airframe Plant currently is involved in the production of CANDID aircraft components. These components are taken to a nearby transshipment point, where they are loaded onto railcars and sent to Tashkent Airframe Plant B Chkalov 84. This is evidenced by CANDID-associated crates (Figure 15) seen at Fergana Airframe Plant, at the transshipment point, and at Plant B-84. (S/WN)

44. In addition to the production of aircraft components, Fergana Airframe Plant also supports the repair of CUB aircraft at the adjacent airfield.[4] (S/WN)

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and four storage/support buildings; and a barracks area consisting of two administration buildings, eight barracks, an underground personnel shelter, and 13 support buildings; a small POL storage area; a helicopter parking area, and a small motor pool. (S/WN)

Construction Activity

47. In the plant-associated area at the western end of Tashkent Airfield, two medium parking aprons and a multilevel work platform were constructed, and the large aircraft parking apron was expanded. In addition, a hardstand and an adjacent support building under construction are associated with the MAINSTAY A program. (S/WN)

48. At the eastern end of the airfield, one medium concrete parking apron with a blast deflector extending the length of the apron and a long aircraft parking apron addition were constructed. (S/WN)

Aircraft Activity

49. **Plant-Associated Area.** The number of CANDID aircraft observed in the plant-associated area ranged from five to 15 during 1978 and 1979 to 11 to 22 during 1983 and 1984. Chart 2 depicts the significant increase in the presence of CANDIDs at Plant B-84 since February 1978, based on aircraft observations at the flyaway field. When image interpretability permitted, it could be determined that the CANDIDs present included those newly produced at Plant B-84, those recently returned for overhaul and repair, and those in transit. Throughout this reporting period, both COCK and CANDID aircraft were being overhauled and repaired in this area. (S/WN)

50. **Operations Area.** In addition to serving as the flyaway field for Plant B-84, this airfield also houses an operational transport unit that is probably subordinate to the military district headquarters. In mid-1980, CANDIDs were introduced into the unit, and the aircraft parking facilities were expanded to accommodate the increased size of the unit and to provide parking space for visiting aircraft. Usually, two to six CANDID aircraft, six to ten CUB aircraft, six to eight COKE/CURL aircraft (at least one or two are special-purpose CURLs), one to two special-purpose HOOK helicopters, and six to ten HIP helicopters were observed in the area during the latter part of this reporting period. In addition, COOT, CRUSTY, and CARELESS aircraft were frequently seen in this area. (S/WN)

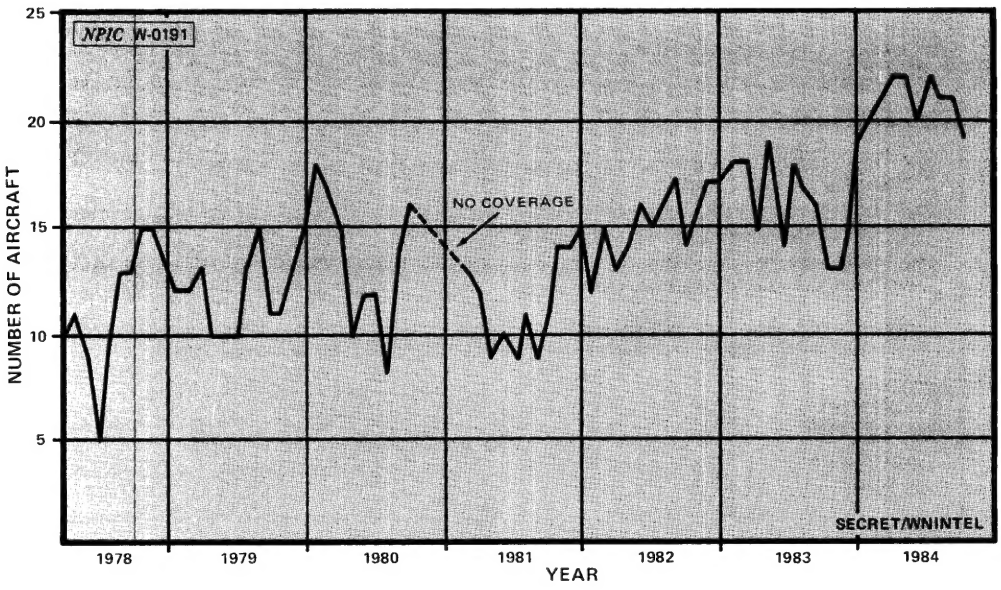

Chart 2.
Numbers of CANDID Aircraft at Tashkent Airfield, March 1978–December 1984

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REFERENCES

IMAGERY

All applicable satellite imagery acquired between [redacted] was used in the preparation of this report. (S/WN) 25X1

MAPS OR CHARTS

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Comments and queries regarding this report are welcome. They may be directed to [redacted] Soviet Air, Navy, Nuclear Division, Imagery Exploitation Group, NPIC, [redacted] 25X1 25X1

REQUIREMENT

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